

Commercial.

THIS DAY.

A fair business in Banks has been put through this morning at 105 per cent. premium for the end of the month, and also at 200 for August 31st, the stock leaving off firm with buyers at these rates. A few Union Insurance shares are on the market at 650, and Vanytzes are rather weaker with sellers at 1075. Hongkong Fire have retrograded considerably, offers to sell at 1350 failing to secure purchasers. Docks are steadily increasing in popular favor; business has been arranged at 57 per cent. premium, and further shares could without difficulty be placed at that figure, but holders refuse to sell at a lower rate than 58. Steamboats have been made the medium of a goodly number of cash transactions at 50 and latterly at 51 per share premium, leaving off in strong request at the higher quotation. China Sugar have changed hands at 195 for the end of the month, but there are still sellers at that rate. Nothing else of any importance has come under our observation.

There is very little to add to our morning report. A line in Banks has been booked at 198 for July, and there is still an enquiry for the stock at 105 for the end of the month. China Sugars have been sold at 194, but more shares could easily be placed at that rate. Luzons have changed hands at 78—a very small lot—and there are more shares on offer at the price.

SHARES.
Hongkong and Shanghai Bank—Ex New Issue—154 per cent. premium.
Hongkong and Shanghai Bank—New Issue—152 per cent. premium.
Union Insurance Society of Canton—\$60 per share, sellers.

China Traders' Insurance Company—\$2,475 per share, buyers.
North China Insurance—Tls. 1,500 per share, Canton Insurance Company, Limited—\$120 per share, sellers.
Yangtze Insurance Association—Tls. 1075 per share, sellers.
Chinese Insurance Company—\$215 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1,750 per share, sellers.
China Fire Insurance Company—\$360 per share, sellers.

Hongkong and Whampoa Dock Company—57 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$1 per share, premium, sales and buyers.
China and Manila Steam Ship Company—120 per share.
Hongkong Gas Company—\$80 per share, sellers.
Hongkong Hotel Company—\$165 per share, sellers.

Indo-China Steam Navigation Company, Limited—10 per cent. div. sellers.
China Sugar Refining Company, Limited—\$194 per share, sales and buyers.
China Sugar Refining Company (Debtors)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—\$78 per share, sales and buyers.
Hongkong Ice Company—\$163 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

ON LONDON.—Bank, T. T. 3/4
Bank Bills, on demand 3/4
Bank Bills, at 30 days' sight 3/4
Bank Bills, at 4 months' sight 3/4
Credits, at 4 months' sight 3/4
Documentary Bills, at 4 months' sight 3/4

ON PARIS.—Bank, T. T. 4/6
Bank Bills, on demand 4/6
Bank Bills, at 30 days' sight 4/6
Bank Bills, at 4 months' sight 4/6
Credits, at 4 months' sight 4/6
Documentary Bills, at 4 months' sight 4/6

ON SHANGHAI.—Bank, T. T. 72 1/2
Bank Bills, on demand 72 1/2
Bank Bills, at 30 days' sight 72 1/2
Bank Bills, at 4 months' sight 72 1/2
Credits, at 4 months' sight 72 1/2
Documentary Bills, at 4 months' sight 72 1/2

OPIMUM MARKET.—THIS DAY.
New Malwa per picul, \$530
(Allowance, Tails 12.)
Old Malwa per picul, \$555
(Allowance, Tails 40.)
New Patna per chest, \$616
Old Patna (first choice) per chest, \$600
Old Patna (second choice) per chest, \$590
Old Patna (bottom) per chest, \$602
Old Patna (without choice) per chest, \$592
New Benares (high touch) per chest, \$580
New Benares (low touch) per chest, \$570
New Persian per picul, \$425
(Allowance, Tails 24.)
Old Persian per picul, \$375
(Allowance, Tails 8.)

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

HARBOR/TEMP.	HONGKONG	AMOI	SHANGHAI	MANILA
Barometer	30.05	30.08	30.12	30.15
Thermometer	80.0	80.0	80.0	80.0
Direction of Wind	SW	SW	SW	SW
Force	4	4	4	4
Dry Thermometer	80.0	80.0	80.0	80.0
Wet Thermometer	80.0	80.0	80.0	80.0
Weather	bc	bc	bc	bc
Hourly Rain	—	—	—	—
Quantity Rain	—	—	—	—

Barometer, level of the sea in inches, ten and hundredths.—Thermometer, in Fahrenheit degrees and tenths kept in the open air in a shaded situation.—Direction of Wind, in registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., and N. by N. (N. by E. is 112 1/2 degrees, E. by S. is 157 1/2 degrees, S. by W. is 202 1/2 degrees, W. by N. is 247 1/2 degrees).—Rain, in inches, ten and hundredths.—State of sky, in registered every two points, C. (Clear), B. (B. by C.), S. (S. by C.), O. (Overcast), P. (Partly overcast), Q. (Squally), R. (Rain), S. (Sea), T. (Thunder), U. (Unsettled), V. (Variable), W. (Wind), X. (X. by C.), Y. (Y. by C.), Z. (Z. by C.). The letters are repeated to indicate any increase over the mean average of their significance. Rain, in registered every two points, in the previous 24 hours (local) is registered from 1 to 24, the quantity of water fallen indicated in inches, ten and hundredths.

Shipping.

ARRIVALS.

JORGE JUAN, British steamer, 522, Thebaud, 21st June, Manila 19th June, General—Russell & Co.
LIDO, British steamer, 620, Lewis, 22nd June, Haiphong 19th June, General—Adamson, Bell & Co.
MONGKUT, British steamer, 838, P. R. Loff, 21st June, Bangkok 16th June, General—Yuen Fat Hong.
FOOKSANG, British steamer, 990, Hogg, 22nd June, Canton 21st June, General—Jardine, Matheson & Co.
EURENFEIS, British steamer, 1,588, Fischer, 22nd June, Saigon 18th June, Rice—Melchers & Co.
ALWINE, German steamer, 400, Thiesen, 22nd June, Canton 21st June, General—Wielor & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Felling, British steamer, for Saigon.
Danube, British steamer, for Swatow, &c.
Berly, British steamer, for Saigon.
Fuyew, Chinese steamer, for Shanghai.
Fooksang, British steamer, for Shanghai.
Kunamoto Maru, Japanese str., for Nagasaki.
Asadoh, British steamer, for Hogo.

DEPARTURES.
June 22, Fuyew, Chinese gunboat, for Canton.
June 22, Wei-yuen, Chinese g.b., for Shanghai.
June 22, Actio, Danish steamer, for Hoihow.
June 22, Welle, German steamer, for Hoihow.
June 22, Neptun, British steamer, for Shanghai.
June 22, Fuyew, Chinese str., for Shanghai.
June 22, Danube, British steamer, for Swatow and Bangkok.
June 22, Kunamoto Maru, Japanese steamer, for Nagasaki, &c.
June 22, Tetani, British bark, for Whampoa.
June 22, Asadoh, British steamer, for Hogo.

PASSENGERS ARRIVED.
Per Lido, str., from Haiphong—47 Chinese.
Per Fooksang, str., from Manila—Chiarini's Circus, 24 Europeans and 24 Chinese on deck.
Per Mongkut, str., from Bangkok—233 Chinese.
Per Ehrenfels, str., from Saigon—66 Chinese.

REPORTS.
The British steamship Fooksang reports left Manila on the 19th instant. Had calm and fine weather throughout.
The British steamship Lido reports left Haiphong on 19th instant. Had calm and light winds from Haiphong to port.
The British steamship Mongkut reports left Bangkok on the 16th instant. Had light variable winds and fine weather throughout the passage.

Post Office.

A MAIL WILL CLOSE.

For Saigon—Per Berly, to-day, the 22nd instant, at 5 P.M.
For Pakhoi—Per Ping-on, to-day, the 22nd instant, at 5 P.M.
For Nagasaki and Yokohama—Per Zambesi, to-morrow, the 23rd instant, at 11.30 A.M.
For Shanghai—Per Fooksang, to-morrow, the 23rd instant, at 3.30 P.M.
For Kuantan and Sandakan—Per Thales, to-morrow, the 23rd instant, at 3.30 P.M.
For Saigon—Per Fooksang, to-morrow, the 23rd instant, at 4.30 P.M.
For Fookchow, Sydney, Melbourne, Adelaide, &c., &c.—Per Ocean, to-morrow, the 23rd instant, at 5 P.M.
For Swatow, Amoy, & Fookchow—Per Douglas, on Tuesday, the 26th instant, at 11.30 A.M.
For Port Darwin, Brisbane, Sydney, and Melbourne—Per Whampoa, on Monday, the 2nd July, at 3.30 P.M.
For Port Darwin, Thursday Island, Cocktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c.—Per Naples, on Thursday, the 5th July, at 5 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

AEON, British steamer, 750, Thomas, 16th June, Saigon 11th June, General—Tung Kee & Co.
ANNAM, Annamite steamer, 317, Yuen Man Tung, 12th May, Kwongnam 4th May, General—Order.
BELLONA, German steamer, 789, W. Schaefer, 20th June, Saigon 16th June, Rice—Siemssen & Co.
BERNARTY, British steamer, 1,119, Le Bouillier, 15th June, Saigon 11th June, Rice—Gibb, Livingston & Co.
CITY OF RIO DE JANEIRO, American steamer, 2,275, W. B. Senbury, 14th June, San Francisco 17th May, and Yokohama 18th June, Manila and General—P. M. S. Co.
FEILUNG, British steamer, 752, W. N. Allison, 12th June, Bangkok 5th June, General—Yuen Fat Hong.
FERONIA, German steamer, 1,115, F. Nagel, 20th June, Nagasaki 15th June, Coals—Siemssen & Co.
LI YUNG, Annamite steamer, 150, Chun, 19th June, Touron 15th June, General—Chinese.
MEDUSA, Austro-Hungarian steamer, 1,775, J. Ragulini, 18th June, Trieste and Singapore 19th June, General—Melchers & Co.
NAM-YAN, French steamer, 435, A. Garreau, 16th June, Haiphong 13th June, and Hoihow 15th June, General—Shing Loong & Co.
NAPLES, British steamer, 1,474, G. Willis, 20th June, Saigon 16th June, Rice—Geo. R. Stevens & Co.
OCEAN, British steamer, 1,039, R. R. Brown, 14th June, Saigon 8th June, Rice—Adamson, Bell & Co.
PASIG, Spanish steamer, 450, Don Leoncio Aguilu, 14th June, Manila 10th June, Ballast—Remedios & Co.
PING-ON, British steamer, 175, A. A. McCaslin, 21st June, Pakhoi 18th June, and Hoihow 20th June, General—Russell & Co.
SEA GULL, American steamer, 48, Hayden, Nov. 24th, China Traders' Insurance Co.
SHERARD OSBORN, British steamer, 875, Worcester, 21st June, Shanghai 5th June, and Fookchow, Telegraph Cable—E. E. A. & Co.
THALES, British steamer, 820, T. G. Pocock, 21st June, Swatow 20th June, General—D. La-praik & Co.
VESPASIAN, British steamer, 791, Alfred Speller, 16th June, Saigon 11th June, Rice and Paddy—Captains.
VINDOBALA, British steamer, 1,134, S. H. Stuart, 2nd June, Shimonoseki 27th May, General—Captains.
YOTUNO, British steamer, 286, H. Kennet, June 22nd, Quanaul 19th June, General—Kawakabe & Sons.

WHAMPOA.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston—Byrfield & Swire.
Honam, British steamer, 1,377, T. Benning, Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
Klu-kiang, British steamer, 617, A. Benning, Hongkong, Canton, & Macao Steamboat Co.
Kiang-chow, British steamer, 150, Goggin, Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,850, Hoyleland, Hongkong, Canton, & Macao Steamboat Co.
Spark, British steamer, 140, Hongkong, Canton, & Macao Steamboat Co.
White Cloud, British steamer, 127, Hongkong, Canton, & Macao Steamboat Co.
Yol-sai, British steamer, 180, Lefavor—Hongkong, Canton, & Macao Steamboat Co.

AMOI.

In Port on 15th June, 1883.
Amoy, German schooner, 314 (Thetson)—H. A. Petersen & Co.
Gleby, British schooner, 283 (Thompson)—Petersen & Co.
G. H. Wappaus, British bark, 533 (Schroder)—Petersen & Co.
Helene, German bark, 450 (Kosow)—Boyd & Co.
Hilda, British bark, 306 (Richter)—Petersen & Co.
Hilda Maria, German bark, 275 (Tennia)—Petersen & Co.
Hugo & Otto, Norwegian bark, 371 (Kood)—H. A. Petersen & Co.
Lousier, French schooner, 300 (Lemoina)—Petersen & Co.
Roderick Hay, British bark, 250 (Nicolson)—H. A. Petersen & Co.
Therese, German bark, 392 (P. Carensen)—H. A. Petersen & Co.

SAILING VESSELS.

ADRIAN CARLETON, American bark, 593, Grant, 27th April, Newcastle, N.S.W., 24th Feb., Coal—Arnold, Karberg & Co.

CANTON.

FU-YEW, Chinese steamer, 920, Croad, 17th June, Shanghai 14th June, General—C. M. S. N. Co.

WHAMPOA.

TETUAN, British bark, 438, Hyne, 11th June, Newchwang 22nd May, Beans and Peas—Wielor & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston—Byrfield & Swire.

Honam, British steamer, 1,377, T. Benning, Hongkong, Canton, & Macao Steamboat Co.

Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.

Klu-kiang, British steamer, 617, A. Benning, Hongkong, Canton, & Macao Steamboat Co.

Kiang-chow, British steamer, 150, Goggin, Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,850, Hoyleland, Hongkong, Canton, & Macao Steamboat Co.

Spark, British steamer, 140, Hongkong, Canton, & Macao Steamboat Co.

White Cloud, British steamer, 127, Hongkong, Canton, & Macao Steamboat Co.

Yol-sai, British steamer, 180, Lefavor—Hongkong, Canton, & Macao Steamboat Co.

ADRIAN CARLETON, American bark, 593, Grant, 27th April, Newcastle, N.S.W., 24th Feb., Coal—Arnold, Karberg & Co.

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HONGKONG-SAILING VESSELS.

(Continued.)

ADOLPH OBRIG, American ship, 1,448, Staples, 20th May, Cardiff 14th January, Coal—Borneo Co. Limited.
ALBYN'S ISLE, British bark, 360, C. Burgess, 17th June, King George's Sound (W.A.), 1st May, Sandalwood—Gillman & Co.
ALVA, Portuguese ship, 632, E. de Souza, 12th May, Rajang 21st April, Timber—Brandao & Co.
A. & W. C. Dutch bark, 1,269, H. A. Jenge, 23rd May, Penang 15th Dec., Coals—Ed. Schellhass & Co.
AUGUST, French bark, 838, Le Breton, 9th June, Newport 25th October, Coal—Carlowitz & Co.
BELL OF OREGON, American bark, 1,110, E. Mathew, 6th June, Newcastle 12th April, Coal—Borneo Co.
CARL, Siamese bark, 535, J. Hansen, 24th May, Bangkok 7th May, General—Captain.
CENTENNIAL, American ship, 1,285, C. H. Lab-bis, 27th May, Liverpool 16th January, Coal—Captain.
CHAMBERMOR, German bark, 683, Siches, 19th June, Suron 14th June, Coals—F. Blackhead & Co.
CHAMBERLAIN, British bark, 609, Le Lacheur, 8th May, Chfoo 22nd April, General—Ed. Schellhass & Co.
C. D. BRYANT, American bark, 929, J. P. But-man, 23rd May, New York 24th January, Kerosine Oil—D. Lapraik & Co.
DIO FILI, Austrian bark, 627, D. Bemetich, 30th April, Newcastle, N.S.W., 12th March, Coal—G. R. Lanimer.
ELISE, German ship, 1,348, W. Bohne, 6th June, Cardiff 6th February, Coal—Messageries Maritimes.
ELSE, German brig, 278, R. Brinkmeier, 2nd June, Newchwang 7th May, Beans—Wielor & Co.
FANO, Danish brig, 227, M. N. Mortensen, 29th May, Newchwang 9th May, Beans—Ed. Schellhass & Co.
FANNIE SKOLFIELD, American bark, 1,024, C. S. Dunning, 7th June, New York 30th Jan., Kerosine Oil—D. Lapraik & Co.
FRIDLANDER, German ship, 1,884, J. Bellmer, 14th June, Cardiff 7th February, Coal—Captain.
GERD HEVE, German bark, 576, Ed. Ladewig, 15th June, Chfoo 29th May, General—Ed. Schellhass & Co.
GUAM, British 3-m. sch., 290, Wm. Marns, 9th June, Kurrachee 3rd April, General—Borneo Co.
GREAT ADMIRAL, American sh., 1,576, B. Thompson, 12th May, Cardiff 11th January, Coal—Russell & Co.
G. C. TRUANT, British ship, 1,529, Thomas, 14th June, Cardiff 5th February, Coal—Order.
H. UPMANN, German bark, 457, T. G. Weber, 18th May, Newchwang 28th April, General—Carlowitz & Co.
HYDRA, German bark, 795, Blige, 14th June, Cardiff 6th February, Coal—Arnold, Karberg & Co.
IDA, German ship, 1,298, W. Schneider, 17th May, Swatow 14th May, Sugar—Arnold, Karberg & Co.
JOHN WORSTER, American bark, F. A. Hough-ton, 11th Feb., Newcastle, N.S.W., 19th Dec., Coal—Russell & Co.
KARL, German bark, 382, E. Kraef, 8th May, Newchwang 22nd April, Beans—Ed. Schellhass & Co.
LOUISA, German 3-m. sch., 245, Schierloch, 2nd June, Whampoa 31st Dec., General—Captain.
MAOIC, British brig, 214, S. Wm. White, 18th May, Macassar 6th March, Rattans—Russell & Co.
MCLAURAN, American ship, 1,350, J. H. Little, 17th May, Newcastle, N.S.W., 21st March, Coal—Ed. Schellhass & Co.
MILTON, Norwegian bark, 463, J. J. Kroger, 15th June, Chfoo 1st June, Beans and Vermicelli—Order.
NARDOP, British bark, 279, J. F. Morrison, 9th June, Albany (K. Sound), 25th April, Sandalwood—Siemssen & Co.
RESOLUTE, American ship, 1,640, Sackels, 22nd May, Newcastle 24th March, Coal—Arnold, Karberg & Co.
SACRAMENTO, American ship, 1,347, J. C. En-ward, 20th April, New York 18th Dec., Oil and General—Melchers & Co.
SPARTAN, American schooner, 89, Ch. Vincent, 20th May, Swatow 24th May, Ballast—W. H. Ray.
ST. IDEU, French bark, 388 (Durand)—Carlowitz & Co.
THREE BROTHERS, Brit. bark, 366, H. Kahleke, 17th June, Quinhon 7th June, General—E. C. Tyt.
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June, Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.
WAGRIEN, German schooner, 179, A. Dibbern, 5th June, Newchwang 18th May, Beans—Wielor & Co.

CANTON.

FU-YEW, Chinese steamer, 920, Croad, 17th June, Shanghai 14th June, General—C. M. S. N. Co.

WHAMPOA.

TETUAN, British bark, 438, Hyne, 11th June, Newchwang 22nd May, Beans and Peas—Wielor & Co.

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Powan, British steamer, 1,850, Hoyleland, Hongkong, Canton, & Macao Steamboat Co.

Spark, British steamer, 140, Hongkong, Canton, & Macao Steamboat Co.

White Cloud, British steamer, 127, Hongkong, Canton, & Macao Steamboat Co.

Yol-sai, British steamer, 180, Lefavor—Hongkong, Canton, & Macao Steamboat Co.

ADRIAN CARLETON, American bark, 593, Grant, 27th April, Newcastle, N.S.W., 24th Feb., Coal—Arnold, Karberg & Co.

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ADRIAN CAR

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERSOF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
A. E. R. A. T. E. D. W. A. F. E. R. S.THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.
NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 22, 1883.

Our evening contemporary went into rhapsodies the other night over some wonderful improvements which, it said, had been effected at Causeway Bay by the express command of His Excellency the Governor. We were authoritatively informed by the reliable print that the whole of the junk people receiving at the same time the staggering information that they were only allowed to anchor there during typhoon weather. In consequence of this wonderful display of administrative wisdom in the cause of practical reform, the China Mail remarked that "a fine open expanse of water was to be seen in place of the great crowd of dirty and stinking sampans." Our able contemporary, it appeared, must have been "nosing" round in very close proximity to the objectionable sampans to be so well acquainted with the peculiarities which he delicately describes as "dirty and stinking." However, as we happen to know from past experience that the saintly and sweet smelling China Mail will lie like truth on the slightest provocation, and as we further could not believe that Governor Bowen had shown so little judgment and such slight consideration for the interests of a poor but industrious class of the native community as to send them away from what is a safe and convenient anchorage, to be exposed to the full sweep of the Ly-e-moon current, outside the hideous and altogether useless structure, facetiously styled a breakwater by professional experts, we thought it advisable to see with our own eyes what had actually been done. In the "fine expanse of open water" we counted last night more than fifty junks and sampans, and the only change we noticed from the old state of affairs was in the sampans which used to be drawn up close to the Shau-ki-wan Road, adjacent to Whitfield Police Station. These, with a few exceptions, had been removed—a few hundred yards past the station, where they were drawn up in a long line on the sea shore, completely spoiling the appearance of the only presentable driving road in the outskirts of the city. We also observed a larger number of craft than usual anchored outside the so-called breakwater. We readily admit that Causeway Bay in its present condition is little short of a disgrace to the Colony, and for this, official professional incompetency is mainly to blame. The place is a wretched swamp, and probably a hot-bed of malaria and other diseases. A few years ago it was a beautiful bay, affording a safe anchorage in almost all kinds of weather for a large fleet of native craft. The construction of a

huge pile of masonry, to answer the purposes of a breakwater, and thus to form a typhoon refuge, was determined on by the able and energetic official who has done so much for Hongkong (Ye Gods!) and eventually carried out; only a very trifling error was made in placing this heaven-sent barrier in a place where it is utterly useless, an eyesore, and a complete nuisance, instead of some three hundred yards further out in the sea, where it would have practically answered the purposes for which it was specially designed and constructed. In its present position it breaks the water so effectually that what is known as Causeway Bay is simply a lake of mud with a few patches of water here and there over its surface. The Surveyor-General's expensive "white elephant," whatever other merits it may not possess, can certainly claim to have effectually shown what an easy matter it will be to reclaim the entire bay, stretching from the China Sugar Refinery on the one side to Whitfield Station on the other. This may be satisfactory enough, but as the costly structure was designed as a breakwater, to form a safe harbour for Chinese craft, and not as a continuation of the Praya wall, we are not so certain that any credit belongs to the genius who is responsible for the "typhoon-refuge," for what is a pure accident.

It may, we think, be reasonably assumed, after the public utterances of Governor Bowen on the subject, that an attempt will shortly be made for the reclamation of this dismal swamp. In such case the breakwater will be extended on both sides sufficiently to keep out the water, and then the necessary filling-in can be at once proceeded with, and without difficulty. What uses will be made of the reclaimed ground is not quite apparent just now, but doubtless it can be advantageously utilised. But with Causeway Bay abolished, where are the myriads of junks and sampans that swarm in our harbour to find a safe refuge during the typhoon season? There are one or two inlets on the opposite shore which afford some protection, but not nearly sufficient for the protection of the whole of the native craft; it is not always such an easy matter for small boats to get over to these havens of shelter in heavy weather. Bowrington Canal has been allowed by sheer neglect to become utterly useless, although only a few years back it was always crowded during the autumn with sampans and other small craft. The sand has been allowed to accumulate and silt up to such an extent that this typhoon refuge, originally constructed at a heavy outlay, is even in worse plight than what was once Causeway Bay.

As the typhoon season is close upon us, it is the duty of the Government to see that every possible provision is made for the protection of our numerous boating population. The disasters of 1874 might easily be repeated, and for any great loss of life a heavy responsibility would certainly rest on the shoulders of those at whose instance these shelters were abolished. In the meantime we really cannot see why the native craft at East Point should not be allowed to avail themselves of the sheltered position of Causeway Bay at all times and seasons. Steps should of course be taken to prevent the boats from being hauled up on the roadsides and thereby becoming a nuisance, but it seems to us that they have a perfect right to anchor inside the breakwater if they choose. In any case it is certainly not an improvement on the old arrangements to have a crowd of these boats ranged along the sands on the best part of the Shau-ki-wan Road.

TELEGRAMS.

LONDON, 20th June.
MADAGASCAR.

The Malagasy having rejected an ultimatum, the French Admiral proceeded to capture Tamatave, which was done without loss, as the Hovas fled.

LOCAL AND GENERAL.

"UNCLE TOM'S CABIN" has been kept over for our next issue.

The letter on "Mr. Lisier and Chinese in Hongkong" will appear to-morrow.

A REGULAR Lodge of Victoria, No. 1026, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely.

THERE is no truth in the statement of the Paris Temps that the British Government had approved the abandonment of the provinces of Darfour and Kordofan, or proposed to mediate between the Egyptian Government and the Mahdi.

RUMOURS of the dangerous illness of the Shah of Persia have drawn from Nazare Aga, the Persian Minister, the following letter to the "Solis": "The health of the Shah is completely restored, and the order of succession being regulated, no complication is to be feared." It must strike every reader that if the Shah is quite well, there was no pressing occasion to speak of a question of succession.

THE extraordinary number of acquittals of persons committed for trial in Portugal is stated by the compiler of the official statistics to "threaten the whole social system with grave dangers." The number has slightly diminished, but it still amounts to nearly 35 per cent, as against 20 per cent, 24 per cent, and 26 per cent in the neighbouring countries of France, Italy, and Spain respectively. Among the principal reasons of the difference are said to be the excessive severity with which the law punished certain crimes and the leniency of juries.

WE are sorry to learn that a quarter-master of the British steamer *George Juan* fell into the water while the vessel was in Manila and disappeared entirely. The man, it appears, was seated on the bulwarks talking to a carabinieri when he suddenly tumbled overboard and was seen no more. The steamer was then alongside the sign landing, inside the river, where sharks have not been known to enter so that the man's death is accounted for by his becoming suddenly faint and being quickly carried away by the particularly strong current which was running at the time, before help could be tendered him.

Lo AYUN, belonging to that very elastic occupation known as "coolie," was charged before Captain Thomsett this morning with carrying deadly weapons and with having no right of past-lavering. Paul Singh, P.C. No. 607, stated that he saw Mr. Lo in Queen's Road yesterday at 8 p.m. with two iron bars hid up his sleeve. When defendant was told to stop, he took to his heels, so the valiant Punjabee had to go off at "two-forty" in pursuit, when he ran the thoughtless warrior to another cart. Mr. Lo merely said he was taking the weapons home for a friend, and was "shopped" for a couple of weeks' hard labor.

EDWARD DOWLING, hailing from England, an unemployed seaman, faced Captain Thomsett this morning on a charge of being a rogue and vagabond. William Currie, P.C. No. 40, stated that at about midnight last evening he found the defendant asleep on the steps of the Government Wharf. He took him to the charge room, where he confessed that he had no means of keeping body and soul together. He also gave different accounts of himself as to what he was and what he had been doing. In answer to the Magistrate Dowling said he had joined the *Great Admiral*, which is to sail to-morrow. His Worship discharged the toiler of the deep with a caution.

QUITE a large number of people visited the Gardens last night to listen to the excellent programme which the fine Band of "The Buffs," under the able leadership of bandmaster H. Quinn, performed. The evening was beautifully fine, a cool breeze making the air decidedly pleasant, and the "coolie" element was conspicuously scarce. There can be no doubt that these open air concerts are a great boon to the general public and the shipping community, who largely avail themselves of the treat. The best thanks of all are due to the officers of "The Buffs" for giving the use of their band, and also to the musicians who so ably interpret the works of the great masters, both ancient and modern.

THE law as to lotteries, remarks a home contemporary, seems to be capable of some curious interpretations. The recent appeal of the Sheffield "Cheap Jack," for instance, shows that people may often tread on very dangerous ground without knowing it. The Cheap Jack in question had sold pound packets of tea from his tent on a piece of waste land near Darlington. Each packet of tea contained a coupon entitling the holder to one of a collection of presents. The magistrates held that the Cheap Jack had established a lottery within the meaning of the Act, and they fined him one pound and costs. Against this he appealed, but without success. The "present" system tea shops will have to be careful after this.

Few finer horsemen ever held a rein, says a contemporary, than the jockey who has just died in poverty and obscurity at Newmarket; and as a judge of pace and a master of his hands Tom Aldcroft scarcely had a rival. His name will scarcely be remembered by the generation of racing men whose memory does not carry them back beyond the *death* of the most fashionable of modern jockeys: though Aldcroft was not a very old man at the time of his death, as is manifest from the fact that Gater and Fordham, who rode the winners of the Chester Cup the year before and the year after Aldcroft himself secured it in 1853 for Palmer the potter, are still among the leading jockeys of the day. Aldcroft had only just begun to ride at this period, and it was in the following ten years that he made such a name for himself. During that period he won the Derby of 1856 on Admiral Harcourt's Ellington; and there was some little scandal in connection with the success of The Flying Dutchman's only Derby winner, which need not now be revived. The year before, Aldcroft had won the Two Thousand Guineas on Lord of the Isles, who proved a better bargain to Mr. Merry than his expensive brother Lord of the Hills did to Mr. Stirling Crawford; and three years later he rode Sir Charles Monck's Gamster—a genuine Malton surprise—to victory at Doncaster. A few months after the St. Leger triumph of Gamster, Malton and Aldcroft scored another victory in a great race; for Lord Derby's Sagitta won the One Thousand at Newmarket; and three years later the skill of Aldcroft was put to a still higher test when he just squeezed Lord Falkmouth's Queen Bertha past the post for the Epsom Oaks. It was in the following season that Aldcroft won the Two Thousand Guineas on General Peel, and was second on him for the Derby to Bluff Athol; and if Lord Glasgow, the most brilliant of mortals, found fault with his trainer, after the Epsom race, he had not a word to say against the jockey. Aldcroft rode winners of the Good-Cup, the Queen's Vase at Ascot, the Northumberland Plate, the Cesarewitch, and most of the great two-year-old races, and his reputation will probably survive that which attaches to the names of one or two of the jockeys now most in vogue.

CHIARINI'S Royal Italian Circus arrived from Manila by the steamer *George Juan*, and will give their opening performance at Bowrington to-morrow night. Full particulars will appear in our next issue.

A FRENCH investigator finds that, in proportion to its size, a bee can pull thirty times as much weight as a horse. The unfortunate individual who accidentally upset a beehive is firmly convinced that the French investigator is eminently correct in his assertion.

THE following advertisement which appeared in a newspaper at Rivina, New South Wales, shows the progress of higher civilization there: "Wanted, a cultured gentleman capable of milking goats. A university man preferred. Applications, with testimonials as to proficiency, to be addressed," etc.

MR. H. E. WODEHOUSE is Coroner of Hongkong as well as Police Magistrate and Superintendent of the Government Fire Brigade. Now supposing a fireman was unlucky enough to lose his life in one of the many conflagrations with which we are certain to be visited between now and next China New Year, through an error of judgment on the part of the Superintendent, would it not be rather irregular for Mr. Wodehouse to preside at a Coroner's Inquiry in which he might perhaps appear as a defendant? There is really nothing unreasonable in this anticipation, and we are rather surprised that it did not strike His Excellency before Mr. Wodehouse's appointment was confirmed. It certainly seems to us as a matter of pure justice that it is not in the interests of the colony the same officer should hold the appointments of Police Magistrate, Coroner, and Superintendent of the Fire Brigade.

DONALD MACDONALD, P.C. No. 84, was again before Mr. Wodehouse this morning to answer a charge of being drunk and of assaulting Mary Rubenstein, a "soiled dove" in No. 4, Cochrane Street, last Monday, and further with damaging property to the extent of \$20. It appears Donald and a friend had repaired to the abode in question and after staying in the "cot" sometime, had a row with Mary over money matters, resulting in a general fray in which the lady "boss," some sister-doves, and a go-between were the component parts. The constable alleges that he never laid his hands on Mary's delicate form beyond pushing her away when she tried to tear his coat, and that his sole intention was to give the go-between a hammering because he wanted to interfere with what did not concern him. Mary, on her side, showed that she had sustained some damage to her carcase, arms and legs, and stated that the constable made free use of his boots on her ribs while his clenched fists were playing a "tattoo" on her upper quarters. His Worship further remanded the case till Monday, the 25th instant, refusing bail for the defendant.

AN American journalist has unearthed a man who is contented with his lot. There are so many of us who are never satisfied that it is quite refreshing to learn that a perfectly contented man has been found at last. This person lives the life of a hermit between Wyoming and Colorado, at a little cabin where the stage horses change. Nothing in the shape of vegetation will grow anywhere near his cabin, and water cannot be obtained within a radius of some miles. Yet the man is perfectly happy. The coach stops at his cabin once a day, and the man is always seen to be cheerful, contented, and "wreathed in smiles." His cabin is decorated with inscriptions, amongst others being the following:—"Hotel de la Starvation," "Fifteen miles to water," "Twenty-five miles to wood," "Wanted—a neat and tidy girl to do general housework," "God bless our home!" Yet he is never unhappy. Why should he be? He never sees a daily newspaper; the knock of the rate collector has no terrors for him, while he fears not the call of the landlord. He has no need of fashion boots, his dress being simple, quiet, and inexpensive. No one ever asks him for a pass for a theatre, and he is not pestered with strips of paper inviting him to serve on juries or boards of guardians. Altogether there is every reason he should be happy, and none why he should be unhappy.

UNITED Chapter, No. 1341, will hold a convocation of emergency, on Monday, the 25th instant, at 5 for 5.30 p.m. precisely.

JO ACHAI, a coolie, faced Captain Thomsett this morning on a charge of larceny of an iron chain valued at \$5, the property of the P. & O. company, yesterday. James Sutherland, boiler maker on board the British steamer *Nepaul*, stated that he placed the iron chain on deck and went to attend to some business. When he returned he was just in time to see Mr. Jui walking away with the chain concealed in his basket. The prisoner came on board with a basket load of coals and was going away with the iron chain hid in his basket. Anandh Doss, a fireman, stated that yesterday at 8 o'clock in the morning he saw the chain in court inside the defendant's basket, when he stopped the thief. The defendant stated that the charge was a false one, but he was, nevertheless, sent in for a six weeks' turn at shot drill and oakum picking.

RETURNING home from a party in St. Petersburg once, Prince Gortschakoff missed from the pocket of his overcoat his pocketbook containing 30,000 roubles. He at once informed the Chief of Police, who assured him that the thief would quickly be hunted down. Surely enough, before a week had passed the Chief restored to the Prince the entire sum of money intact, but without the pocketbook, which, he said, the thief confessed having thrown away to avoid identification. This was very well, but a day or two later, Gortschakoff putting on the same overcoat, was surprised to find in a pocket, overlooked before, the missing pocketbook containing untouched the 30,000 roubles; which he really had never lost at all. The idea of restoring the supposed stolen money to the Prince from the public funds, in hope of thus winning favor for zeal and efficiency, speaks worlds for the police officer's ingenuity, but presents a curious phase of Russian official ethics.

THE Times says:—The King of Annam, according to Challemel-Lacour, is the instigator of piracy, and the supporter of Chinese pretensions. Relying either on the indifference of France or on the possible support of China; and very likely on both, he has failed to carry out the provisions of the Treaty of 1874. The French Government has now determined to show him that it is not to be trifled with. The projected expedition will occupy certain positions, and then await the day when the King shall see the wisdom of coming to an understanding. According to the official view which prevails in the French capital, the cost of the undertaking will be small. French action will still be pacific, we are told, if the King accepts the last chance about to be offered him, and even if he rejects it there will not be more than the semblance of resistance, the whole cost of operations being defrayed by the right which the French authorities will acquire of collecting customs and other duties. An industrious native population, in fact, looks to France for relief from the Annamite yoke, and so do many thousands of persecuted Christians. Such is at present the French official view of the matter. The whole object of the expedition is to secure the adequate fulfilment of the treaty concluded nine years ago, together with certain additions rendered necessary by subsequent events. There are, however, not a few counter considerations, of which, perhaps, too little account was taken by M. Challemel-Lacour, and he treats the suzerainty of the King over Annam and Tong King as a shadowy and unreal claim, such as might be theoretically asserted by England over certain portions of France. This is a view which does not seem to have been admitted without protest by the Marquis Tseng in his recent negotiations with the French Foreign Office. Indeed, it appears that communications have passed between the two Powers concerning certain military preparations undertaken by the Chinese Government, and the Marquis Tseng does not seem to have denied that these preparations had reference to the claim of China to the suzerainty over the Kingdom of Annam. It is very possible, however, that the French Government may have satisfied itself that China has no serious thought of interfering with China, said M. Challemel-Lacour, is not a military empire, and her demonstrations are not likely to be more than platonic. It may be so; China, as will have been seen from a letter from our correspondent at Shanghai, is in no very flourishing financial position, and would be naturally shy of a quarrel which would shatter her commerce for a time. But even though China should remain quiescent—a contingency far from certain, after all—it by no means follows that the French expedition to Tong King will be altogether a simple affair as the French Government seems inclined to represent it. As was pointed out by Mr. Colquhoun's letter, the mountainous parts of Tong King are inhabited by warlike tribes, very different in temperament and disposition from the peaceful Tong Kingese who are subject to the Kingdom of Annam. These tribes yield little allegiance either to Annam, or China, and are merely attached to their independence. Sooner or later the French will come into collision with them, and will be compelled for their own security, as has often happened to ourselves in like circumstances in India, to engage in the task of subduing them. The Tong King expedition may seem a small and simple matter for the present, but it will not tend to strengthen France in the long run. If it should involve her, possibly as a logical result, in a desultory, exhausting, and unprofitable conflict with the hill tribes between Annam and China, no true friend of France can witness without anxious misgivings the development of this Republic of a useless and advanced, and a dangerous colonial policy.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PEARL SHELLING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—A little knowledge is said to be a dangerous thing, and so it would appear to be in the case of the evening paper or, rather, those who direct it. Three nights ago there appeared in the *China Mail* an extract from the *Foochow Herald* which was given as an item of legitimate news, the author of "Notes on Mauritius, Australia, &c.," doubtless having omitted mention of where the paragraph came from in the hope that he himself might get the credit of having written it. In my letter to you of the 20th instant, I made it pretty plain that neither the writer of the paragraph or the borrower of the same knew aught of the subject on which they were trying to trade. The two latest editions of the *China Mail* very clearly show that the lower Wyndham Street print, which I understand is widely known here and elsewhere as the "Fish Rag," knew little about pearl-shelling business, or the country where that industry is mostly carried on. My previous letter was written for a two-fold purpose, viz. to let the general public have some idea of what the new company's chances of success were, and also to ventilate the subject of pearl-shelling in this colony, being myself an interested party in that enterprise. As I shall shortly give you full particulars of the pearl-shelling carried on at the Torres Straits, I will for the present only deal with the paragraphs, three in number, which appeared consecutively in the *China Mail*. The first is about as idiotic a production as ever disgraced the columns of any newspaper which had the slightest claim to foresight; and it is difficult to imagine that any man, not altogether an idiot, could allow such a misleading report to appear, unless he did so for a purpose, which does not appear on the surface. Companies of the "bogus" description have often been floated by a side wind from a public print, and if the *China Mail* were giving the newly formed company a shove along which I don't consider at all probable, it would not be the first newspaper which has prostituted its columns to such a filthy purpose for the sake of gain.

The second paragraph on pearl-shelling which appeared in the *Mail* is almost as puzzling as the first. What it contains in the shape of news is of the most antediluvian order and not altogether accurate.

The third paragraph is as follows:—"We learn that the 'Australian Pearl-Oyster Shelling Company,' to which we referred a second time last night, was formed by the team who go up to Foochow every year from Australia. There are about a dozen shareholders. The Company takes over a business which has been successfully worked by Captain Miller of the *Afterburn* during the last twelve months, and has a dozen boats, of about six tons each, are being built in Hongkong for the Company. Of course the Company does not reckon on getting any pearls; shells are the things sought."

Now, Sir, we are told firstly, that some fine and valuable specimens of these jewels (meaning pearls) have been shown in Foochow, and that one of them was valued at about £50. The general tenor of the paragraph was that pearls were being sought for and that there was every prospect of the project proving lucrative. Secondly we are treated to a lot of silly "boah" which only an ignoramus on pearl-shelling could have written; and lastly we are told, that "Of course the Company does not reckon on getting any pearls; shells are the things sought for." What in the name of all that's wonderful can the *Mail* mean by these three paragraphs? If he has been engaged as the Company's touter he knows mighty little about blowing the horn to the right tune. If the paragraphs were meant as items of news or with the idea of guiding the public, he is to be pitied. I will leave the great authority on pearl-shelling, Mauritius, Australia, &c., to revel in his ignorance for the present.

Yours truly,

AN OLD PEARL-SHELLER.

Hongkong, June 22nd, 1883.

[We have considered it advisable to expunge several rather strong remarks on our evening contemporary from our correspondent's letter—not that we consider them too strong a criticism of pretentious ignorance, but simply in view of the legal proceedings in which we are now implicated.—Ed. *Hongkong Telegraph*.]

MALAPROSPICIS.

No malapropisms are commoner than the often misused words "circumstance" and "incident," both being written indifferently as signifying mere matters of fact. Whether a "circumstance" is, in any case, an allowable expression may be doubted. Circumstances stand around, and any one thing that stands around, unless it be a ring fence or fog, is hardly conceivable as a possibility. But the gravity of the error lies in a distinction less obvious. A quarrel or accident in the street is not a "circumstance," but a "case," because it is not accounted for by circumstances; a fire breaks out in a building and burns it to the ground. This is not an "incident," it is a fact. If anybody were to jump out of a window, while the fire was raging, that would be properly described as an incident. And again, if the supply of water were to fail, if the engines were slow or quick in coming if the engines were early or late, any of these things would be circumstances; for they would surround the fact and modify its results. "Circumstances," in its plural, is a word which is seldom used, and yet it is frequently resorted to by one of our "writers." By "circumstances" he means evil odds, and, of course, an evil odds may be an outflow of foul air. But it may just as well be a stream of pure water. Many writers employ the adjective "unhappy," as if it belonged exclusively to "dread," whereas it may relate to all matters of luxurious living; and if the old summary laws should be revived, they might reach the epicures who waste their patrimony on "dainties." "Unhappy" is a word which is frequently resorted to by one of our "writers." By "circumstances" he means evil odds, and, of course, an evil odds may be an outflow of foul air. But it may just as well be a stream of pure water. 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The Hongkong Telegraph.

No. 436.

FRIDAY, JUNE 22, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

ECONOMY IN GAS.

SUGG'S FLAT FLAME BURNERS
GIVE A
SILENT WHITE FLAME
AND EFFECT AN ECONOMY IN GAS OF
30 per cent.
they can be readily attached to ordinary
Gasaliers and Brackets.

SUGG'S NEWEST BURNERS with Artistic
shades—for DRAWING ROOM and DINING
ROOM.

LANE, CRAWFORD & Co.,
Agents for Hongkong.

**ARTISTIC PORCELAIN MENU
STANDS.**
HAND-ETCHED—MENU—AND—NAME
CARDS.

LANE, CRAWFORD & Co.

DEVORE'S NONPAREIL KEROSINE, 150
Degrees fire test, a perfectly safe OIL.
LANE, CRAWFORD & Co.
Hongkong, 29th May, 1883. [340]

Insurances.

THE Underigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1883.

**RECORD OF AMERICAN and FOREIGN
SHIPPING.**
Agents,
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1883. [470]

GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY,
(LIMITED.)**
CAPITAL TAELS 600,000, EQUAL \$433,333.33.
RESERVE FUND \$70,858.27.

BOARD OF DIRECTORS.
LEE SING, Esq., LEE YAT LAU, Esq.,
LO YOK MOON, Esq., CHU CHIK NUNG, Esq.,

MANAGER—HO AMEL.

**MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.**
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

**NATIONAL MARINE INSURANCE
ASSOCIATION, LIMITED.**

THE Underigned as AGENTS for the above
are prepared to accept RISKS on MER-
CHANDISE by STEAMERS and SAILING VESSELS
from Hongkong, China, and Japan to all parts
of the world.

For further information apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th May, 1883. [393]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) Tls. 400,000.00
PERMANENT RESERVE Tls. 200,000.00
SPECIAL RESERVE FUND Tls. 318,335.56

DIRECTORS.
F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq., W. MEYER, Esq.,
A. J. M. INVERARY, Esq., G. H. WHEELER, Esq.,

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.
LONDON BRANCH.
Messrs. BARRING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

Polices granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premiums paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 25th May, 1883. [83]

NOTICE.

**THE MAN-ON-INSURANCE COMPANY,
LIMITED.**
(CAPITAL SUBSCRIBED) \$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 14th February, 1882. [106]

Notices of Firms.

NOTICE.

I HAVE this day Established myself as
a MERCHANT and COMMISSION AGENT
at this Port under the name of PO SHUN
YANG HONG 洋行順保
CHEONG QUAN SANG.

CHONG YUEN STREET.
Canton, 1st June, 1883. [487]

Auctions.

**PUBLIC AUCTION
OF
ENGLISH AND CANTON-MADE
HOUSEHOLD FURNITURE.**

LANE, CRAWFORD & Co. have received
Instructions from R. COOK, Esq., to Sell
by Public Auction, at his Residence, No. 1,
Westbourne Villas, Bonham Road, on

TUESDAY,

the 26th instant, at Two O'CLOCK P.M.,
THE WHOLE OF HIS

HOUSEHOLD FURNITURE.
Comprising:—

ENGLISH-MADE WALNUT DRAWING-
ROOM SUITE, WHATNOT, MARBLE-TOP
TABLES, MIRRORS, LACE CURTAINS,
CARPET.
DINING TABLE, MAHOGANY SIDE-
BOARD, GLASS, CROCKERY and PLATED
WARE, BOOK CASES, FENDERS and
FIRE IRONS, PICTURES,
BEDSTEADS with SPRING MAT-
TRESSES, LADY'S WARDROBE, CHEVAL
GLASS, MARBLE-TOP WASHSTAND and
DRESSING TABLE, INLAID TABLE and
CHAIRS.

Also,
A COTTAGE PIANO, by COLLARD and
COLLARD.
A Collection of Choice FERNS and FLOWER
POTS.

TERMS—Cash.
Catalogues will be issued, and the Furniture
on view the day previous to the Sale.
LANE, CRAWFORD & Co.,
Auctioneers.
Hongkong, 19th June, 1883. [485]

To be Let.

TO LET.

A TWO STOREY HOUSE (6 ROOMS)
with GARDEN, in Mosque Junction. The
above has Gas and Water laid on; and im-
mediate possession can be had.
For Particulars apply to
D. NOWROJEE,
Hongkong Hotel. [18]

TO LET.

A GROUND FLOOR
At No. 8, OLD BAILEY STREET.
Apply on
THE PREMISES.
Hongkong, 8th June, 1883. [447]

TO BE LET.

FIVE COMMODIOUS and well-VENTI-
LATED ROOMS suitable for OFFICES
or a FAMILY DWELLING-HOUSE at No. 24,
Praya Central, corner of Pottinger Street.
Apply to
F. VINCENT,
8, Peel Street. [450]

TO LET.

FOR ONE YEAR from June next, the New
BUNGALOW at the PEAK on R. B. Lot
20, now roofed in and nearly completed, the
property of Mr. J. ENSTON SQUIER.
For all information, apply to
BIRD & PALMER.
Queen's Road,
Hongkong, 19th April, 1883. [397]

TO LET.

No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAMSHIP
COMPANY.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 10th April, 1883. [17]

Intimations.

**THE CHINESE INSURANCE COMPANY,
LIMITED.**

NOTICE.

THE TRANSFER BOOKS of this Com-
pany will be CLOSED from the 25th to the
31st instant, both days inclusive.
By Order of the Board of Directors.
J. BRADLEE SMITH,
Secretary. [481]

**HONGKONG AND CHINA GAS COMPANY,
LIMITED.**

THE TRANSFER BOOK of this Company
will be CLOSED from the 18th instant,
until the 2nd proximo, both days inclusive.
HENRY R. H. MARTIN,
Manager. [468]

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of TWENTY
per cent. upon Contributions for the year
1882 has this day been DECLARED.
WARRANTS may be had on Application at
the Office of the Society, on and after the 21st
instant.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary. [400]

MACAO.

WANTED TO RENT.

FOR TWO MONTHS during the Summer, a
FURNISHED RESIDENCE in MACAO
the Praia Grande preferred.
Send Particulars to
C. B. A.,
Care of Hongkong Telegraph.
Hongkong, 21st June, 1883.

LOST.

ON WEDNESDAY AFTERNOON between
Murray Pier and Government House,
A GOLD LOCKET, with MONOGRAM and
CREST.
The Finder will be REWARDED, if necessary,
on RETURNING the same to the
"HONGKONG TELEGRAPH" OFFICE.
Hongkong, 4th April, 1883. [260]

Intimations.

KELLY & WALSH

HAVE JUST ESTABLISHED ON THEIR PREMISES AT THE REAR OF THE STORE,

PRINTING AND BOOK-BINDING OFFICE.

THE PLANT is quite new, the machinery being of the best and most recent construction, and the type, which has been selected with the greatest care, includes not only all the Standard Fonts, but an immense variety of styles in FANCY LETTERS and ORNAMENTATION.

MERCANTILE PRINTING.
Under this head, we are prepared to execute quickly and cheaply all kinds of Book Work, Commercial Reports and Circulars, Bills of Lading, Shipping, Invoice, and Memorandum Forms, Letter Headings, Annual Statements and Reports, Telegraph Codes, Price Lists, Forms of Bills of Exchange, Receipts, Delivery and Godown Orders, &c.; &c. We invite the fullest comparison of our Prices with those of other houses, whether in Hongkong or at Home.

FANCY PRINTING.
We intend to make a specialty of this class of work. Having a most extensive and varied assortment of Fancy Type, which will be maintained at the highest possible Standard of excellence, by the addition of the newest designs immediately they are issued from the leading English and American Foundries, we are in a position to produce first class work, and feel confident that our efforts in this direction will give satisfaction.

GOLD-SILVER and COLOUR-PRINTING
will receive PARTICULAR ATTENTION.

MENUS, BALL PROGRAMMES, INVITATIONS, VISITING CARDS, WEDDING, AT HOME, and LAWN-TENNIS CARDS.

BOOK-BINDING.
Books carefully bound in Morocco, Russia, Calf, Cloth, or in any required style. Special terms quoted for binding the books of Club, Customs, or Private Libraries. Music bound in limp leather or cloth, and finished in the best style of workmanship.

ACCOUNT BOOKS of every description, manufactured from Hand or Machine Made Papers, ruled and printed to any Pattern, however intricate, and strongly bound. Machine Ruled.

CHIT BOOKS of all kinds for Ladies, for Gentlemen, for Business, and for Official use. ALL CHIT BOOKS purchased from our stock will be lettered free of charge.

The office is under experienced European management and subject to our constant personal supervision. Our prices will be found as reasonable as is consistent with sound workmanship and good material.

The Machinery at our command will enable us to undertake work of the cheapest kind, competing in this respect with the Chinese.

We shall at all times be glad to furnish Estimates.

KELLY & WALSH—HONGKONG.

Hongkong, 5th June, 1883. [560]

W. B. BREWER.

HAS JUST RECEIVED.

MEERSCHAUM CIGAR and CIGARETTE HOLDERS.
NEW CIGARETTES and TOBACCOS.

CHEAP ACCOUNT BOOKS in Great Variety.
FASHIONABLE FANCY STATIONERY in BOXES; Very Cheap.
THIN OVERLAND BOOK, LETTER, and NOTE PAPERS and ENVELOPES,
at a Cheaper Rate than can be laid down from London.

LETTER BOOKS, WATER WELLS, RULERS, and COMMERCIAL REQUISITES,
OF EVERY DESCRIPTION.

NEW BOOKS.
A Quantity of FRANKLIN SQUARE and SEASIDE LIBRARIES.
WALSH'S MODERN SPORTSMAN'S GUN and RIFLE.
WHO'S WHO?
STATESMAN'S YEAK BOOK.
GILDER'S ICE PACK and TUNDRA.
LAWN TENNIS SETS.
CRICKET.
SULLIVAN'S NEW-OPERA "IOLANthe."
SQUEEZER PLAYING CARDS and MARKERS.
BEZIQUE.
W. BREWER,
QUEEN'S ROAD. [703]

Hongkong, 19th June, 1883.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

WE ARE NOW SHOWING EX "GLENFALLOCH."

NEW FOULARD and BROCHIE SILKS.
Brown and Green SILK LAVENTINE for Re-
covering UMBRELLAS.
NEW WHITE DRESS MATERIALS in Great
Variety.
EGYPTIAN and VICTORIA LAWNS.
DRESS SATEENS in every Colour.
White Swiss Checked DRESS MUSLINS.
Boys' GALATEA, HOLLAND, DRILL, and
FLANNEL Washing Suits in every size.

Ladies' FANCY POMPADOIR COSTUMES.
NEEDLEWORKS and INSERTION to Match
all Widths.
Black and Coloured SILK-MITTS.
CHEAP VALENCIENNE LACES.
An entirely new Stock of LACES, UMBRELLAS,
VICTORIA MUSIC BOOKS.
EAU DE COLOGNE.
PEARL SOAP.
&c., &c., &c.

A LIBERAL DISCOUNT FOR CASH.
SAYLE & CO.
VICTORIA EXCHANGE, HONGKONG. [249]

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE and SILVER FILIGREE WORK.
Comprising—
White and Black Silk Trimming Lace.
Cotton Trimming Lace.
Silk Handkerchief Border.
Silk Circular and Square D'oyles.
and Black Silk Fichu.
Silk Parasol Cover.
Cotton Parasol Cover.
Silk Veil and Scarf.
Silk Collar and Cuffs.
Silk Collar Breast Band.
Cotton Collar Breast Pointed.
and Black Silk Necktie.
Silk Mittens.

Silver Filigree Pendant, St. John's Cross and Crown.
Earrings to match the above.
Fancy Pendant.
Plain Chain Necklet.
Fancy Locket.
Fancy Bracelet.
Brooch (Love Knot).
(Marguerite).
(Slipper).
(Shell).
(Crescent).
(Fan).
(Lily).
Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.
ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE
CHARGED FOR AT COST PRICE.

**S. MEYERS,
MANAGER.**
Hongkong, 11th June, 1883.

FOR SALE.

THE OWNER being about to retire from
Business is open to negotiate for the Sale
of the GOOD-WILL, FITTINGS, and FURNI-
TURE Complete of the Old Established and
well-known establishment known as the "NA-
TIONAL HOTEL" situated at Nos. 221 and 223,
Queen's Road Central. The House contains TWO
BILLIARD TABLES (one English and one
American) which are in first-class condition.
For further Particulars apply to
JOHN OLSON,
National Hotel.
Hongkong, 14th June, 1883. [467]

FOR SALE.

WOODBERRY COTTON CANVAS,
No. 1 to 10.
WOODBERRY RAVENS DUCK, 42 inches Wide.
U.S. HAMMOCK DUCK, 42 inches Wide.
"AMERICAN COTTON DRILL"
COTTON TWINE—5, 6, 7, 8 Fold.
HENRY'S CANVAS, No. 1.
WILLIAM DOLAN,
21, Praya Central.
Hongkong, 21st June, 1883. [495]

Shipping.

STEAMERS.

FOR PAKHOI.
THE Steamship

"PING-ON."
Captain McCaslin, will be despatched for the
above Port, TO-MORROW, the 23rd instant,
at DAVLIGHT.
For Freight or Passage, apply to
RUSSELL & Co.,
Hongkong, 21st June, 1883. [494]

**FOR SYDNEY, MELBOURNE, AND
ADELAIDE.**

(Via, FOCHOOW, and outside of NEW-GUINEA),
granting through Bills of Lading for other
AUSTRALIAN and NEW ZEALAND PORTS.
THE Steamship

"OCEAN."
Captain Brown, will be despatched for the above
Ports, at DAVLIGHT, on SUNDAY, the 24th
instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 19th June, 1883. [482]

**NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.**

THE Steamship

"STAMBOUL."
Maigre, Commander, will sail on TUESDAY,
the 26th instant, for MARSEILLES, via
SAIGON, SINGAPORE, COLOMBO,
ADEN, and SUEZ; and with leave, to call at
PENANG and TUTICORIN. In connection
with these Steamers the Company runs a Line
from MARSEILLES to HAVRE and LONDON,
leaving MARSEILLES after arrival of the
Steamer from CHINA.

The Company also runs Steamers regularly
from MARSEILLES to numerous Ports in the
MEDITERRANEAN and BLACK SEA, by
which through freight may be booked.

The Company has a Forwarding Agency at
Paris, 9, Rue de Rougemont, giving special
facilities to Shippers.

Each Steamer carries a Surgeon and
Stewards.

FARES. 1st CLASS, 2nd CLASS.
Hongkong to Marseilles, \$300 \$240.
RETURN TICKETS are now granted by
the Steamers of this line available for the
undermentioned periods, to be reckoned from the
date of arrival at Marseilles of the Steamer for
which the Ticket is issued to the date of re-
embarkation there of the Holder of the Ticket.

6 Months \$320 \$260.
12 " \$340 \$280.
Special rates are arranged for families.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 22nd June, 1883. [435]

**AUSTRO-HUNGARIAN-LOYD'S STEAM-
NAVIGATION COMPANY.**

**STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, and TRIESTE.**
(Taking Cargo at through rates to CALCUTTA,
PERSIA, GULF PORTS, ODESSA, and the
MEDITERRANEAN PORTS).

THE Company's Steamship

"MEDUSA,"
Captain G. Ragusin, will be despatched as
above on WEDNESDAY, the 27th instant, at
NOON.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 13th June, 1883. [460]

UNION LINE.

FOR YOKOHAMA.
THE Steamship

"OXFORDSHIRE,"
Captain Jones, due, on or about the 27th instant,
will have immediate despatch for the above Port.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 20th June, 1883. [492]

FOR SYDNEY AND MELBOURNE,
(Calling at PORT DARWIN, THURSDAY ISLAND,
COCKBURN, TOWNSVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIAN
PORTS, NEW CALEDONIA
and FIJI).

**THE Eastern and Australian Steamship
Company's Steamer**

"MENMUIR,"
will be despatched as above on or about
THURSDAY, the 5th July.
Parcels (all of which must be sent to our Office)
will be received up to 4 P.M. of the day previous.
Contents and Value of Parcels must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th June, 1883. [484]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND,
COCKBURN, TOWNSVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIAN
PORTS, NEW CALEDONIA
and FIJI).

THE Steamship

"NAPLES,"
Captain Willis, will be despatched as above
on FRIDAY, the 6th July, at DAVLIGHT.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, 20th June, 1883. [439]

SAILING VESSELS.

FOR HAMBURG (DIRECT)
THE 3/5 A. I. I. Danish Brig

"FANO,"
M. N. Mortensen, Master, will load here for the
above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.,
Agents.
Hongkong, 31st May, 1883. [418]

FOR LONDON (DIRECT).
THE A. I. I. Austrian Barque

"DIOFILL,"
Bernedich, Master, will have quick despatch.
For Freight, apply to
G. R. LAMBERT,
Agents.
Hongkong, 25th May, 1883. [409]

Shipping.

SAILING VESSELS.

FOR NEW YORK.
THE American Ship

"RESOLUTE,"
Nickels, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Hongkong, 16th June, 1883. [477]

FOR SAN FRANCISCO.
THE 3/5 A. I. I. American Ship

"GREAT ADMIRAL,"
Thompson, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Agents.
Hongkong, 23rd May, 1883. [403]

FOR SAN FRANCISCO.
THE 3/5 A. I. I. American Bark

"ADOLPH OBRIG,"
Staples, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Agents.
Hongkong, 9th June, 1883. [454]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"
will be despatched for San Francisco, via Yoko-
hama, on TUESDAY, the 26th inst., at THREE
P.M., taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, and Atlantic and Inland
Cities of the United States, via Overland Rail-
ways, to Havana, Trinidad, and Demerara, and
to ports in Mexico, Central and South America,
by the Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

RETURN PASSAGES.—Passengers, who
have paid full fare, re-embarking at San Fran-
cisco for China or Japan (or vice versa) within
six months, will be allowed a discount of 20 per
cent. from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be
made from Return Fare. Pre-Paid Return
Passage Orders, available for one year, will be
issued at a Discount of 25 per cent. from Return
Fare. These allowances do not apply to through
fares from China and Japan to Europe.

Freight will be received on board until 5 P.M.
on the 15th inst. Parcel Packages will be
received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full; value of same is required.